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Hongkong, 1st September, 1910. [159]

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Hongkong, 4th December, 1907. [157]

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Hongkong, 26th October, 1906. [155]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLINT STREET, EC

The Daily Press.

HONGKONG, MAY 23RD, 1912.

A GLANCE at the Manila newspapers shows that the excitement of the Presidential Election campaign now in progress in the United States is being fully shared by Americans in the Philippines. A "Roosevelt Club" has been formed there, a "platform" has been published, dealing exclusively with the policy of the United States as regards the Philippines, a meeting has been held and delegates appointed to the Republican National Convention at Chicago. In the "platform" we are told that "the one colossal blunder" of the United States in the islands "can be epitomised in three words, WILLIAM HOWARD TAFT." The charge made against Mr. TAYLOR by the Roosevelt Club is that "in his governance of the Philippines he has fostered, upheld and catered to the very Filipino politics whom he at times so earnestly and truthfully condemned," and that he has "largely ignored and neglected the real Filipino people who had been confided to his care." We heard nothing of all this when Mr. TAFT was elected President of the United States three years ago. He was then hailed by the Americans residing in the Philippines as one who knew the needs of the Philippines and who could be trusted to do "the right thing." Mr. TAFT had been President of the Philippines Commission and Governor-General of the Islands, and to him had been entrusted the task of carrying out in the Philippines the broad general policy of the Government as dictated by President McKinley and adopted by President Roosevelt. If Mr.

The Rev. C. Moyle, the new chaplain to St. John's Cathedral, and Mrs. Moyle arrived here yesterday on board the Hirano Maru.

A boy was sent to the hospital from the Connaught Aerated Water Factory at Wanchai suffering from injuries to his hand caused by the bursting of a bottle.

Four boatmen were yesterday fined \$3 each by Commander Beckwith, R.N., for approaching within thirty feet of the s.s. Kutsang without reasonable excuse.

At a sale of Chinese porcelain in New York last month, Mr. John Getz paid \$6,100 gold for a large club-shaped vase of the Kang-hsi period, with a fine landscape decoration.

A Peking telegram says it is the opinion of financial experts there that if the international loan is paid to China in silver there will be an unprecedented advance in the price of silver. There is some talk of recommending that the greater portion of the loan be paid in gold to prevent an inordinate advance in silver.

The export of opium at Ichang last year decreased from 8,075 to 18 cwt. The Szechuan drug arrives at Ichang in likin junks from Chungking and is transhipped through the Maritime Customs. The value of the total exports from Ichang was, in consequence of the practical extinction of opium, only about one-seventh of the value of the previous year. Mr. Hewlett, the Acting British Consul at Ichang, in his annual report draws attention to the fact that wheat appears in the returns for the first time. This commodity, he says, is now grown in many parts of Szechuan which were formerly devoted to the poppy, and the 1911 crop was exceptionally fine.

WHEAT-GROWING IN PLACE OF OPIUM.

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BILLIARDS.

Two more games in the billiard tournament at the Seamen's Institute have been played. Ryan (str. Patshau) beat German (H.M.S. Tamar) by 20; and Turner beat Gate.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SIX-POWER LOAN.

THE AUSTRIAN APPLICATION.

LONDON, May 22nd.

A Paris telegram states that it is understood that it has been intimated that the Austrian proposal for inclusion in the Six-Power group would make the scheme unworkable, but that every facility would be offered to Austria for financial participation in the loan.

THE OPIUM QUESTION.

LONDON, May 22nd.

Sir Edward Grey, replying to Mr. Rees, in the House of Commons, said that the Government understood that the present Provisional Chinese Government was as earnest as its predecessor regarding the suppression of opium growing, but if any reluctance was displayed to take over its obligations in that connection, the whole question of the agreement would be raised.

GERMAN FORCES IN CHINA.

LONDON, May 22nd.

The Budget Committee in the Reichstag has sanctioned the supplementary estimate for Kiauchau, amounting to 650,000 marks, to cover the expense of protecting German interests during the disturbances.

THE LATE KING OF DENMARK.

LONDON, May 22nd.

Prince Arthur of Connaught is representing King George at the obsequies of King Frederick and has started for Copenhagen. Queen Alexandra and the Empress Marie will leave later.

THE PRINCE OF WALES.

LONDON, May 22nd.

The Prince of Wales has arrived at Teolion, and proceeded on board the battleship *Danton*, on board which a luncheon party was given in his honour. Afterwards the fleet weighed anchor and proceeded to sea.

LORD HALDANE FOR GERMANY AGAIN.

LONDON, May 22nd.

The newspapers announce that Lord Haldane starts to-night for Berlin, where he will stay for ten or twelve days on purely private business.

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GERMAN ARMY AND NAVY BILLS.

LONDON, May 22nd.

The Reichstag has passed the third reading of the new Army and Navy Bills.

GERMAN POLITICS.

LONDON, May 22nd.

The Reichstag has decided to postpone the reduction of the sugar tax, in order to meet the new military expenditure.

ITALY AND TURKEY.

LONDON, May 22nd.

The Italians have captured the island of Cos.

UNREST IN PERSIA.

LONDON, May 22nd.

A telegram from Teheran states that the report that Yeprim, the Persian chief of police, was treacherously murdered is discredited. He was shot from a fort which was believed to have been evacuated. Yeprim's followers afterwards stormed the fort and killed all inside.

SENTENCED TO SIBERIA.

LONDON, May 22nd.

Mr. Acland, in his statement in the House of Commons concerning Miss Malecka, who had been sentenced to imprisonment for consorting with revolutionaries, said that the Russian Government had stated that there was incontrovertible proof of Miss Malecka's Russian nationality.

CROSS-CHANNEL FLIGHT.

LONDON, May 22nd.

The Belgian aviator Cronberg ascended at Nieuport Bains and flew to Canterbury, dropped salutes to Britain, and returned in the direction of Calais without alighting.

CAPT. AMUNDSEN AT MONTE VIDEO.

LONDON, May 22nd.

Capt. Amundsen has reached Monte Video.

[THROUGH REUTER'S AGENCY.]

FRENCH POLITICS.

LONDON, May 22nd.

M. Delcassé has declined nomination for the office of President of the French Chamber of Deputies.

TROPICAL RESEARCH.

LONDON, May 22nd.

Sir William Bennett has given to the London School of Tropical Medicine £10,000 bequeathed to him by Lord Wandsworth, for the purpose of medical research.

OBITUARY.

LONDON, May 22nd.

The death has occurred of Sir Julius Werner, a member of Werner, Beit & Co.

DEATH OF MR. A. J. BASTO, OF MACAO.

LATER.

Macio has just lost by the death of Commandador Antonio Joaquim Basto, one of its most prominent and most highly respected citizens, and members of the Portuguese community throughout the Far East will learn the news with the deepest regret. He died on Monday night at his residence. The deceased was educated at the Royal College of St. Joseph at Macao in the early sixties, under the Jesuit Fathers Rondina and Mattos, and subsequently went to Goa (Portuguese India) to study law, where he obtained his diploma as advocate and has since been practising in Macao (and occasionally also in Shanghai). For forty years he continued to enjoy a well-earned reputation as the leading Portuguese barrister in the Far East. He served several times as Attorney-General or Delegate of the Crown and Revenue, and as Judge and Protector of the Chinese. He took a very active interest in public affairs in Macao, and had served three terms as President of the Municipality of the Colony, and had long been a member of the Government Council. In the course of his career he had acted as Secretary of the Portuguese Diplomatic Mission to Japan and Siam for the revision of treaties; and for fifteen years acted as French Consular Agent in Macao, subsequently being appointed honorary Vice-Counsel there. When he resigned this office, Mr. Basto received from the French Government a letter of cordial thanks for the services he had rendered.

Mr. Bonar Law addressed five thousand Unionists at Glasgow, and dealt with the causes of industrial unrest. He said the one remedy was co-partnership, but the State could do much by a change in the fiscal system.

Mr. Bonar Law made no attack on Home Rule.

BRITISH NAVAL DEFENCE.

LONDON, May 22nd.

LATER.

Mr. Asquith and Mr. Churchill have left for Genoa for a naval inspection of Malta and Gibraltar.

THE NAVAL ESTIMATES.

LONDON, May 22nd.

LATER.

The *Morning Post* says it is understood that the question of adding a Dreadnought to the naval estimates is under discussion.

ATTRACTIONS OF NAVAL SERVICE.

LONDON, May 22nd.

The Admiralty is considering the question of rendering the Service more attractive. The first step will be an increase of pay to the seamen and stokers, and the application of canteen profits to pensions for dependents of men dying or disabled while in the Service.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, May 22nd.

LATER.

A telegram from Columbus states that heavy voting is taking place in connection with the presidential primary elections in Ohio especially in the cities where the voting is largely in favour of President Taft. The farmers, who are supposed to favour Col. Roosevelt, are

behind with their corn planting, and are not voting as numerously as was expected.

FRANCE IN MOROCCO.

LONDON, May 22nd.

A telegram from Mogadish says that the tribesmen of the Sus and Agloo districts have proclaimed Mala Min Sultan of the Sus district. The movement is anti-French, and is supported by influential Kaisas.

NAVAL SHIPBUILDING.

LONDON, May 22nd.

According to Lloyd's Register of Shipping the tonnage of British warships under construction is as follows:

Battleships—Devonport and Portsmouth two each, 48,000 tons displacement in both cases. At private yards three of 67,500 tons displacement.

Armoured cruisers—At Royal Dockyards none. At private yards four of 60,450 tons displacement.

Protected cruisers—At Chatham one of 21,600 tons displacement.

Third class cruisers—At Pembroke two of 6,880 tons displacement. At private yards none.

Torpedo-boat destroyers—At Royal Dockyards none. At private yards 23 of 20,580 tons displacement.

Submarines—At Chatham four of 3,160 tons displacement. At Barrow nine of 7,170 tons displacement.

Total of all classes: British, 54 of 217,730 tons displacement.

At private yards there were building at the end of the quarter classified as "foreign or not stated," three battleships of 78,000 tons displacement, one armoured cruiser of 26,000 tons displacement, one sloop, and one torpedo-boat destroyer.

CANTON

FROM OUR OWN CORRESPONDENT.]

May 20th.

DREDGING THE RIVER.

Numerous complaints have been received lately about the shallowness of the river in places and the manner in which sand is allowed to silt up at various points. People have been agitating for some time for dredgers to do this work, but the Government did not see its way to expend the money. Now it is stated that a second-hand dredger has been procured at a cost of \$7,000 and is capable of doing this work slowly. There are parts of the river which call for immediate action, especially that part from the boat-house on Shamian to the U.S. Navy buoy. The merchants are very anxious to see this work put through and it will be an improvement much appreciated by shipping.

TAXING THE RIVER POPULATION.

Quite a hundred thousand people, or more live on boats of all sorts and description on the river, and these people enjoy several privileges denied to their brethren on dry land. They have no police tax to pay to the same extent, and the different street levies for one thing and another do not bother them, so the Government in their search for ways and means of raising sufficient revenue has decided to impose a monthly tax on all boats in the Canton River. It is proposed to tax every kind of vessel from trading junk down to dug-outs, and from \$4 down to 5 cents per month is the range of the tax. This should bring in quite a respectable sum of money and should also help wonderfully in controlling the boats on the river. There are places where crowds of boats lie moored together for no other apparent reason than that the Chinese are more gregarious than the average people, and these portions of the river are often completely blocked. A certain amount of control is exercised, but especially with sampans there is room for great improvement and the present seems to be a good time to take this up.

KNOCKING DOWN THE CITY WALL.

Some time ago we reported that the soldiers, Engineering Soldiers as they are called, who have been for the past five months engaged in knocking down the wall and carrying away the stone and rubble, were to be dismissed and the work given out to contractors. On the 16th inst. these men were completely disbanded and tenders received. The soldiers were of no great use and simply did as much work as they pleased in whatever way they pleased. They were progressing very slowly and were constantly getting themselves into trouble with the owners of houses and shops, with whom they deal in a very high-handed manner. It is estimated that \$125,000 have been spent on the work for which little or no return has been made. Merchants, shopkeepers and householders near the wall and whose property is involved are all anxious that the work should be done by private contractors, which is in itself significant.

CHAN KWING MING.

Chan Kwing Ming in his old position continues to use very stern and strong measures for the extermination of robbers and pirates in the City, Suburbs and Delta, and he has executed over a hundred criminals during the last few days. As before when he was Governor, a certain section of the people who do not know what is good for them are up against his high-handed manner of dealing and his evident cheap regard of human life. They have sent a petition to the Provincial Assembly, not this time to request his dismissal and punishment, but to request that he be instructed to be more lenient, and their petition is receiving attention. It is no use saying one thing and doing another, and the Government, who are pledged to put down piracy and robbery, are bound to support Mr. Chan, for though his methods are at times severe, still, as examples they are necessary, and he is consistently stern, and does not pander to any section. The very people who are complaining of his actions are the ones who will reap the benefit, and those merchants who are objecting must have bad consciences or something of the kind.

EDUCATION.

The new Commissioner of Education is already making his presence felt. He has observed that the funds for education and the upkeep of the Government Schools have since the revolution been partly, and often wholly, devoted to other purposes, and that consequently education in the provinces has taken a step backward. Now all these funds are to be religiously restored and more money granted, as one thing the new Government is very strong on is the need, the immediate need, for education.

ARMS AND AMMUNITION.

People are still being arrested daily for being in possession of revolvers and pistols, etc., without a licence, and several systematic searches have resulted in good finds of this description. At Sin Nu Street in the old city the other day a search was made in a boarding-house of which there are many here, and resulted in the arrest of several persons and the capture of a considerable amount of arms and ammunition.

REPAYMENT OF LOAN.

When this province was declared independent money was greatly needed and the Government in a very tight fix, so that when \$700,000 was raised as a loan in Hongkong among sympathisers a promise was given to return the money within a year twofold. Now that the exchequer is little if anything better than it was then and that the day of reckoning is at hand, it has been arranged to pay 50 per cent. interest only and to repay the whole sum on the 20th inst., which is to-day.

CLAN-FIGHTING.

In the Fa Yuen district from time to time there is trouble caused by family feuds which sometimes last a long time and cause a lot of loss and damage. Just lately two clans have been at each other's throats about practically nothing, and the Government has decided to take strong action to prevent any recurrence. They have sent up a regiment of soldiers to disarm the whole of the village and take prisoners any suspicious characters or any men whom they think may be the cause of the trouble.

MR. HIPPISLEY ON THE REVOLUTION.

PRESENT CONDITIONS AND FUTURE OUTLOOK.

At a meeting of the Central Asian Society on the 24th ult., Mr. Alfred E. Hippisley, the well-known ex-Commissioner of Maritime Customs in China, lectured on "The Revolution in China: Present Conditions and Future Outlook." Lord Ronaldsay, M.P., presided. Following is an amplification of the digest of the lecture which was cabled out last month.

Mr. Hippisley first traced the cause of the revolution, and showed that it had been long and carefully planned to take place in December last, and the fact that it broke out two months earlier was due to the accidental explosion of a bomb in a house at Hankow, where bombs were being manufactured. The revolution was the most bloodless in history. But there had been regrettable massacres of Manchus, and a deplorable feature had been the frequent use by the revolutionaries of bombs to assassinate leaders on the other side. A company of bomb throwers in uniform actually formed part of the revolutionary army. The statement of the Provisional Government in the January manifesto that the establishment of a Republic was "the formal declaration of the will of the Chinese nation" was mere political clap trap. The vast bulk of the nation know nothing about different forms of government, and if many of the people had appeared to side with the revolutionaries it was because they had been fascinated with promises of a Utopia, in which trade would increase by leaps and bounds and taxation be reduced to a minimum. The intellectual classes were almost to a man against the Republic, and its only supporters were the military officers and students educated in Japan and some of those educated in America. It was true that the administrative system hitherto followed in China, under which the provinces governed themselves, had rendered the adoption of Parliamentary institutions there less difficult than in any other Oriental nation. It was not the institution of Parliamentary government so much as the haste with which it was being introduced that constituted the danger to the country.

The revolutionaries were optimists almost to the degree of being visionaries. They were satisfied with the superficial appearance of things, and did not trouble themselves to study fundamentals. They had as a rule contented themselves with destroying the old Government, and over vast sections of territory absolute anarchy prevailed. To restore order large military forces were required, and these would entail heavy expenditure. The raising of further large foreign loans seemed inevitable, but how could the funds required to cover the service of such loans be raised except by a more honest system of collection than at present? The Cantonese, who had chiefly engineered the present movement, were mistrusted in Central and Northern China. The growth of inter-provincial jealousies and a tendency on the part of each province to place its own interests above those of the nation had become increasingly manifest in recent years. It now threatened separation, if not general disintegration. There were also the dangers of a military dictatorship and of foreign intervention. The Powers sincerely desired to allow China to work out her salvation in her own way; but if anarchy continued long they might be forced to intervene not only in order to protect their own interests, but for the sake of humanity and in the interests of the Chinese themselves. China would be indeed fortunate if she could set up a stable Government without passing through an intervening period of several years of strife and bloodshed.

Mr. Byron Brennan said that he was even more pessimistic as to the outlook than the lecturer. The provinces had been largely independent of the Central Government, and their antagonism would make it almost impossible for China to be one nation again. It would probably be divided into three or four different Governments. The main danger of foreign intervention would probably arise from the Powers encouraging their bankers and financial groups to lend money, and when funds were not forthcoming for the service of the loans the Powers would be urged to put pressure upon China to provide new sources of taxation.

The Chairman said one effect of the revolution was likely to be the inability or unwillingness of China to carry out her part of the Opium Agreement with Great Britain. If that were so the whole purpose of the Agreement would be rendered nugatory, and India would have lost a large revenue under unfair conditions.

SUPREME COURT.

Wednesday, May 22nd.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUSINE JUDGE).

CLAIMS FOR WAGES.

Three Chinese claimed from Cheong Wo Chan and another, managing partners of the Hong Kong Steamship Co., the sums of \$282.40, \$490, and \$103.70, balance of wages alleged to be due to them as employees of the firm.

Mr. Otto Kong Sing appeared for the plaintiffs and Mr. Shenton (Deacon, Looker & Deacon) for the defendant Cheong Wo Chan.

Mr. Shenton.—In this case I made an application to your Lordship for my client to appear to-day.

His Lordship.—Is your client not here?

Mr. Shenton.—No, he is at Wuchow, and I see no reason why there should not be an adjournment of this case.

His Lordship.—Will it be necessary for me to take evidence to-day?

Mr. Shenton.—In regard to two of the cases the evidence is the same, but in regard to the third the plaintiff is the pilot of a ship, engaged in a different way.

Mr. Otto Kong Sing.—In this action a writ was issued against the defendants, who, it is alleged, were partners in the Hong Kong firm of shipowners. According to the instructions of the firm, the two plaintiffs were engaged by two different employers. In one case the claim was for \$106.70. The plaintiff was employed at \$15 a month, and received certain payments in account. In the other case, the claim was for \$282.40, due to the plaintiff as a clerk in the employ of the firm. I think it will facilitate matters if I take the two cases together, because each man will give similar evidence in his own case.

The hearing was adjourned until June 10th.

GERMAN RAILWAY CONSTRUCTION IN CHINA.

The report published in *The China Press* (Shanghai) some days ago that Germans had secured control over the northern section of the Tientsin-Pukow Railway is declared inaccurate by an official connected with this railway. The report, he said, originated from certain misconstrued circumstances. The northern section extending from Tientsin to Llikou Railway is declared inaccurate by an official connected with this railway. The report, he said, originated from certain misconstrued circumstances. The northern section extending from Tientsin to Llikou Railway is declared inaccurate by an official connected with this railway.

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THE UNIVERSITY OF LONDON.
(Continued from yesterday.)

No one in this country, prince, statesman, or millionaire, not even the "man in the street" or the plural voter, takes the slightest notice of these "goings-on" in Berlin, or dreams for a moment that anything of the kind should go on here. Yet we are all envious, even if we are not afraid, of the Germans; and there are few, if any, among us who do not know the splendid ability as well as the noble devotion of the German Emperor. Why, then, do we not try to have universities resembling those of Germany? It is nonsense to say that they are good for Germans, but would never suit England.

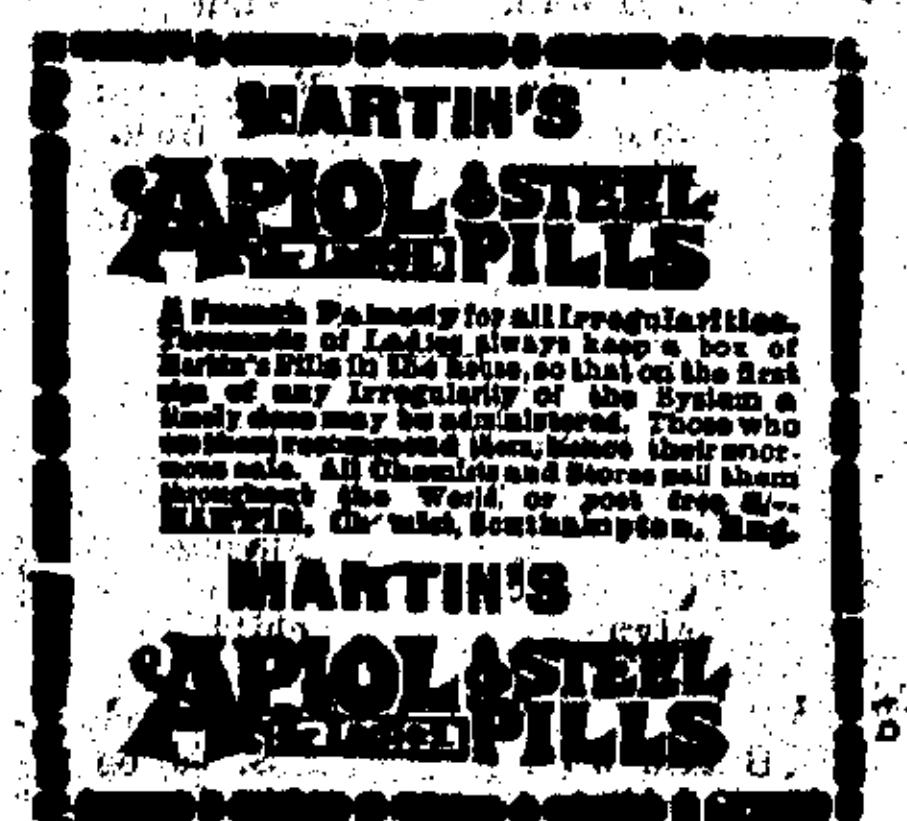
The fact is that the word "university," like the word "museum," has in this country been perverted and applied in such a way that no ordinary man knows what it does or what it should signify. If any school or college or group of colleges obtain permission to call itself a "university" in English-speaking countries, no one asks any further question. It is a university, and that is an end of the matter. In the United Kingdom and the overseas Dominions and Colonies there is an almost endless variety of so-called universities. They are to have a congress in London and call general attention to themselves this summer. But in Germany there is only one kind or type of university. One of the chief founders of the University of Berlin (Fichte) wrote words to this effect: "A university is not a place where instruction is administered to young men. It is a corporation or group of learned men—the 'professors' of the university—who associate younger men with themselves in the making of new knowledge!" That is the absolute and essential quality of a German university. Further, it is self-governed, not governed by every person who has at any time studied there and taken a degree, but really self-governed, that is to say, governed by its actual professors organised in faculties—philosophy (including natural and historical sciences), medicine, law, and theology. Naturally, as the State supplies all, or nearly all, the funds, there is a certain but discreetly sympathetic exercised control on the part of the State Government. Another great principle of the German University is "Lehrfreiheit und Lehrfreiheit." Any graduate can claim permission to teach; every student is free to go to whatever professor's teaching he chooses. There is no "curriculum," no competitive examination. The professors whose teaching a student chooses examine him orally for his degree.

One of the old English Universities might be, on the other hand, described as "a place—one of them is Oxford, the most beautiful place in the world—where young men go to live in colleges for six months in the year in order to have a good time, learn a little, and take a degree, which is regarded as a certificate of gentility, and entitles them to vote for two members of Parliament and to veto all improvement in the methods and organisation of the University." The London University might be similarly described as "the largest body of 'committees' and sub-committees in the world—elected chiefly by the managing committees of a number of struggling schools and underpaid colleges in London, and so organised as to defeat each other's purposes. Should they agree on any proposition, a large debating society, consisting of several thousand persons who have taken degrees by examinations arranged by the reciprocally defeating committees, hold a meeting, and after eloquent speeches, representing various conflicting interests and prejudices, exercise the power entrusted to them of rejecting the committees' proposal. The holders of degrees return a member to Parliament by their votes. There are some well-paid officials who carry on the extensive correspondence and preside over the meetings of the committees and graduates." No one would say that the making of new knowledge is an essential feature of the Universities of Oxford, Cambridge, or London. It is an accident happily not altogether rendered impossible.



NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG :
LANE, CRAWFORD & CO.,
and from All Wine Merchants.

(62)



As a Rule
you find that the longer
people have used it, the
less inclined they are to
go without it.

Calver's
Tooth Powder

They know—they can tell from their teeth—how well the dentifrice does what they want, that food particles are never allowed to accumulate round teeth which are kept so beautifully clean. Then it contains the antiseptic properties needed, and it polishes without scratching the enamel and is distinctly pleasant to use. Your local Chemist or Store is sure to stock and sell it.

F.C. CALVERT & CO., MANCHESTER, ENGLAND.

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CHAPOTEAU'S
PHOSPHO-GLYCÉRINE DE LIME
It increases vital energy and nerve force, cures Nervousness, Trembles, Insomnia, and nervous diseases in adults and children.
In CAPSULES, IN WINE, AND IN SYRUP.

12

HUNG NGOK SAN
(Chinese Daily Press).
PUBLISHED DAILY.
Is the oldest and still innately the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.
Circulates largely throughout Southern China.
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Terms for Advertising (Translation free) can be obtained at the Office, 10a, Des Vosse Road, Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical Colloquial Chinese.

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TRADE BETWEEN THE PHILIPINES AND UNITED STATES.

MORE THAN DOUBLED SINCE 1909.

WASHINGTON, April 16th.

Trade of the United States with the Philippine Islands has more than doubled since the enactment in 1909 of the law providing for the free interchange of merchandise between these islands and the United States. The total trade with the Philippine Islands for the 8 months ending with February, 1912, amounted to over \$30 million dollars, against less than \$14 million in the corresponding months of 1909, the last year prior to the enactment of the law admitting domestic merchandise from the United States into the Philippines free of duty, and domestic products except rice of the Philippines into the United States free of duty. The figures thus far received by the Bureau of Statistics, Department of Commerce and Labor, suggest that the total trade be-

WM. POWELL, LTD.

Gentlemen's Outfitters.

The "HUSSAR" Collar

PERFECT FITTING.
FOUR FOLD.
HAND DRESSED.

\$5.00 Per Dozen.

WE STOCK THIS COLLAR IN ALL DEPTHS.

Sizes 13¹/₂ to 19

Wm. Powell, Ltd.

ENGLISH RECORDS to be had

ONLY from
ROBINSON'S

\$1.50 EACH.

NOTE THEY ARE
DOUBLE-SIDED.

PARCELS ON APPROVAL.

94-2

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES:

S.S. - NIPPON MARU.

FROM SAN FRANCISCO, HONOLULU
AND JAPAN PORTS.

T

HE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 17th inst., at 5 p.m., will be landed at Consignee's risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, the 23rd inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before THURSDAY, the 30th inst., otherwise will not be recognized.

S. MORIMOTO.

Agent.

Hongkong, 14th May, 1912.

712

SWEDISH EAST ASIATIC CO. LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CEYLON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & CO.,

Agents.

Hongkong, 20th May, 1912.

725

VESSELS EXPECTED.



of the
LONDON
MUSIC HALLS.

WILKIE BARD,
LITTLE TICH,
GEORGE FORMBY,
MILLY WILLIAMS,
GEORGE GROSSMITH,
ALBERT WHELAN,
WHIT CUNLIFFE.

WATSON'S OLD BLENDED GLENLIVET WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON & CO., LTD.
ALEXANDRA BUILDINGS.

58

THE AMERICAN MAIL.

The T. K. K. str. *Tony Maru* sailed from Yokohama on the 12th inst. for Hongkong and is expected to arrive at this port on the 25th instant.

The P. M. str. *Pereia* left San Francisco on the 4th May, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Nagasaki and Shanghai, and is due to arrive at this port on the 1st June.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Sir Ernest* left Sydney on the 9th May, for this port (via Queensland Ports, Port Darwin and Manila).

The E. & A. str. *Aldenham* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver, B.C. for Hongkong (via usual port of call) on the 2nd May, a.m.

THE ENGLISH MAIL.

The P. & O. str. *Delta* left Singapore for this port on the 18th May, at 4.30 p.m., with the outward English mails, and is due here on the 25th May, at about 6.30 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Berfinger*, carrying the German mails with dates from Berlin of the 1st May, left Colombo on the 18th May, and may be expected here on or about the 25th May.

THE INDIA MAIL.

The str. *Empress of India* left Calcutta on the 10th May, and is due here on or about 6th June.

THE JAPANESE MAIL.

The str. *Asuka* left Colombo on the 13th May, and leaves on the 28th for Rangoon via the Straits.

The str. *Ben* Line str. *Beaumaris* from Middlesbrough, Leith, and London left Singapore on the 17th May, for this port.

SHIRE LINE.

*M*ontgomeryshire, from London, is due in Hongkong 3rd June.

BRITISH INDIA STEAM NAVIGATION CO. LTD.

The str. *Muttra* is due here on the 28th from Japan, and leaves on the 28th for Rangoon via the Straits.

The str. *Indrapuri* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The T. K. K. str. *Kyo Yaku* sailed from Palawan, China, in the 8th inst. for Hongkong and is expected here on the 28th May.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Arcadia* left Hankow on the 20th May, a.m., and may be expected here on or about 25th May, a.m.

The Appear str. *Catherine Appear*, from Calcutta, left Singapore on the 21st May, a.m., and may be expected here on or about the 27th May.

The str. *Glory* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The C.P.R. str. *Empress of Japan* left Yokohama for Victoria and Vancouver, B.C. on the 21st May, at noon.

The Dodwell Line str. *Muncaster Castle* left Shanghai on the 22nd May, and is therefore due here on or about 26th May, a.m.

INDO-CHINA STEAM NAVIGATION CO. LTD.

Malaya, from Sandakan, is due in Hongkong 29th May.

ON SALE

ROUND VOLUMES of the HONGKONG

WEEKLY PRESS, JULY 10 DECEMBER

91. With INDEX. Price 57.50.

On Sale at the "HONGKONG DAILY PRESS."

Office.

Hongkong, 26th March, 1912.

WEATHER REPORT.

On the 22nd at 1140 a.m.—The Northern depression has passed into the Pacific. Pressure has increased considerably over Japan in consequence. It has also increased slightly along the China coast and over Formosa.

There appears to be a depression to the S. of the Loochoos.

Moderate N.E. winds may be expected along the S.E. coast of China and light or variable winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows.

FORECAST.

DISTRICT	Wind.
Hongkong & neighbourhood	N.E. winds, fresh.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and La-noon	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
N.E. or variable winds, light; cloudy, some rain	Same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

22ND MAY, A.M.

Station.	Hour.	Bromometer.	Temperature.	Humidity.	Wind.	Direction.	Fores.	Weather.
Vestock	7 a.m.	29.96	45	82	SE	2	-	-
Namuro	6 a.m.	29.95	-	-	NNE	3	-	-
Hakodate	-	29.93	-	-	ESE	2	-	-
Takio	-	29.81	-	-	ENE	2	-	-
Koio	-	29.86	-	-	W	2	-	-
Nagasaki	-	29.93	-	-	E	1	-	-
Kagoshima	-	29.89	-	-	N	3	-	-
Ohama	-	29.83	-	-	NNE	1	-	-
Ishijima	-	27.81	-	-	N	1	-	-
Bonin Is.	-	27.93	-	-	SW	1	-	-
Chefoo	-	27.95	57	71	-	0	-	-
Weihaiwei	-	27.95	57	71	-	0	-	-
Hankow	-	27.98	-	-	-	-	-	-
Kiukiang	-	27.98	-	-	-	-	-	-
Shanghai	-	27.98	-	-	-	-	-	-
Gutuoff	-	27.96	60	66	NE	2	-	-
Sharp Pest.	7 a.m.	27.98	66	84	NNE	2	-	-
Anoy	6 a.m.	27.91	69	90	ESE	2	-	-
Saiao	-	27.93	-	-	-	-	-	-
Taihoku	5 a.m.	27.93	-	-	E	1	-	-
Tsichu	-	27.98	-	-	N	2	-	-
Taiwan	-	27.88	-	-	N	2	-	-
Pescadores	-	27.88	-	-	N	2	-	-
Canco	9 a.m.	27.93	71	85	NE	1	-	-
Hongkong	7 a.m.	27.87	78	85	E	1	-	-
Vietnam	-	27.88	-	-	-	-	-	-
Gap Rock	6 a.m.	27.89	82	71	N	3	-	-
Macao	-	27.88	72	76	E	1	-	-
Wuhow	9 a.m.	27.00	71	76	E	1	-	-
Pahoi	-	-	-	-	-	-	-	-
Philippines	6 a.m.	27.89	73	77	W	2	-	-
Touran	-	27.88	79	81	W	2	-	-
C. St James	-	27.94	77	81	SW	2	-	-
Apari	-	27.88	-	-	NNE	1	-	-
Manila	-	27.88	-	-	NE	1	-	-
Lagapapi	-	27.85	-	-	NE	1	-	-
Bacolod	9 a.m.	27.91	89	99	NE	1	-	-
Holloc	-	27.89	88	98	S	1	b	-
Cebu	-	27.96	82	-	S	1	b	-
Lubuan	-	27.96	82	-	S	1	b	-

T. F. MAXTON, Director.

Hongkong Observatory, May 22d, 1912.
A BAROMETER reduced to 32 degrees Fahrenheit on the level of the sea in inches, teeth and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND according to Beaufort Scale.

6 STATE OF WEATHER, a blue sky, a detached cloud, drizzling rain, fog, g gloomy, h hail, lightning, o overcast, p passing shower, s squally, rain, snow, t thunder, v visibility, w wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REG. STATION.

Hongkong Observatory, May 22d

Previous On Date	On Date	Day	at	at	at	at	2 p.m.	2 p.m.
Barometer	29.82	29.87	29.85					
Temperature	84	78	77					
Humidity	71	65	55					
Wind Direction	SSW	East	East					
Wind Force	1	1	1					
Weather	o	o	o					
Rain	-	-	-					

Highest open air Temperature on 21st ... 85
Lowest open air Temperature on 21st ... 77

HONGKONG TIDE TABLE.

From 23rd to 29th May, 1912.

High Water.	Low Water.	Mean Time.	Height	Mean Time.	Height
Wed. 23	1. m. 2 10	ft. in.	h. m.	ft. in.	water
Thurs. 24	5 40	6 5	10 2	1 0	1
Fri. 25	3 49	6 0	4 4	8 11	3
Sat. 26	5 10	5 7	5 12	11 32	5 1
Sun. 27	6 24	5 5	6 0	10 0	2 0
Mon. 28	7 28	5 2	7 1	1 12	2 2
Tues. 29	7 52	5 4	7 29	1 29	2 6

ON SALE.

HONGKONG HANSDARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1911.
REVISED BY THE MEMBERS
PRICE .5.

DAILY PRESS OFFICE,
Hongkong, 5th March, 1912.

SHIPPING IN PORT.

STEAMERS.

BOHEMIA, Austrian str., 2305, G. Bartole, 19th May—Shanghai 16th May, General—Sander, Wied & Co.

CEYLON MARU, Japanese str., 5,063, M. Tozawa, 21st May—Kobe 22nd May, General—Nippon Yusen Kaisha.

CHOWING, British str., 1,245, Mc. Liddle, 20th May—Tiontsoin 19th May, General—Jardine, Matheson & Co.

CHILDAIR, Norwegian str., 1,102, H. Nelson, 14th May—Manila 11th May, General—Aagaard, Thorsen & Co.

CHINHUA, British str., 1,439, Walker, 20th May—Shanghai 16th May, General—Butterfield & Swire.

CHOYANG, British str., 1,222, M. Courtney, 21st May—Singapore 17th May, General—Jardine, Matheson & Co.

ENICKER, Norwegian str., 1,344, Arnsen, 20th May—Newchawang 14th May—Mitsui Busan Kaisha.

FIUME, British str., 883, T. A. Kyle, 15th May—Saigon 11th May, Rice and General—Chinese.

FRI, Norwegian str., 800, C. Wagle, 16th May—Dalny 9th May, Beans and General—Aagaard, Thorsen & Co.

HAICHING, British str., 1,235, W. C. Passmore, 19th May—Swatow 18th May, General—Douglas, Lapraik & Co.

HALTON, Dutch str., 1,070, P. Fries, 20th May—Singapore 14th May, Bulk Oil—Asiatic Petroleum Co.

HANGCHOW, British str., 999, W. K. Kay, 13th May—Amoy 11th May, General—Butterfield & Swire.

HANG, French str., 1,200, G. Bouvier, 19th May—Pakhioi 17th May, General—A. R. Marti.

HIKOKU MARU, Japanese str., 2,477, Yoshihara, 18th May—Moji 12th May, Coal—Moji 12th May, Con. Nissui Busan Kaisha.

HONGKONG MARU, Japanese str., 2,454, T. Sagara, 21st May—Moji 15th May, Coal—Toyo Kisen Kaisha.

JOHANNI, German str., 954, H. Ipland, 18th May—Haiphong 15th May, Rice and General—Johsen & Co.

KATHE, German str., 1,204, G. Schlaikier, 21st May—Tourane 18th May, General—Johsen & Co.

KIRIN MARU, Japanese str., 3,801, M. Deguchi, 13th May—Singapore 7th May, General—Nippon Yusen Kaisha.

KUTSANG, British str., 3,109, R. C. Bradley, 16th May—Moji 11th May, General—Jardine, Matheson & Co.

KWONG ENG, German str., 1,650, E. Rummel, 17th May—Bangkok 11th May, Rice—Melchers & Co.

LANDRAT SCHEIFF, German str., 1,016, O. Bruger, 15th May—Bangkok 8th May, Rice and Teakwood—Chinese.

MARIE, German str., 1,169, H. Schlischke, 20th May—Saigon 16th May, Rice and General—Jebens & Co.

MEIKANG, British str., 1,738, W. G. G. Lewis, 21st May—Manila 18th May, General—Jardine, Matheson & Co.

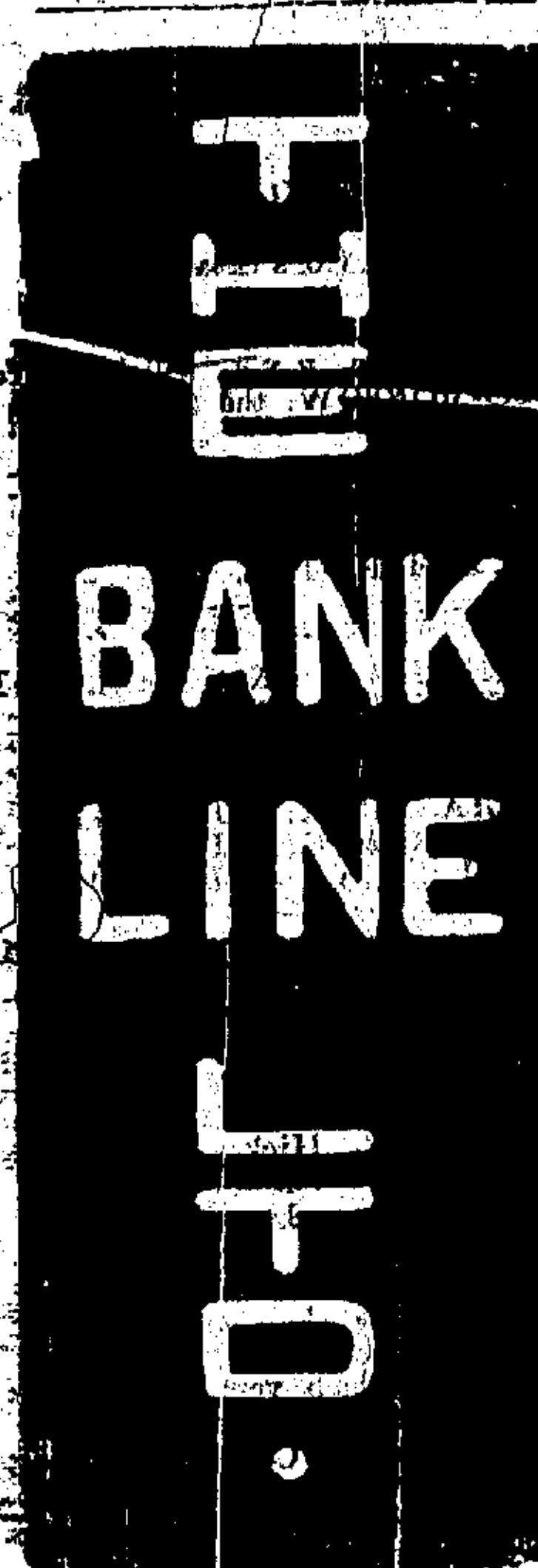
LOONGSANO, British str., 2,738, W. G. G. Lewis, 21st May—Saigon 10th May, General—Jardine, Matheson & Co.

MAITAI, German str., 1,036, Jas Scott, 16th May—Saigon 10th May, Rice and General—Chinese.

MARIA, German str., 1,169, H. Schlischke, 20th May—Bangkok 8th May, Rice and General—Jebens & Co.

MARIA, German str., 1,047, F. Jamieson, 18th May—Haiphong 17th May, General—Butterfield & Swire.

MARIA, German str., 1,408, S. A. Crosby, 17th May—Manila 14th May, General—Jardine, Matheson & Co.



REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (O.R.)

VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (O.R.)

OCEANO...15th June

OCEANO...27th June

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMoy and KEELUNG if sufficient
indemnity offers.

The BANK LINE Steamers are of the Newest Design
have most comfortable accommodations, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient indemnity offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNEBIO ... 3,000 tons ... End of May, 1912.
And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO. Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 25th May.

FROM COLOMBO: 10th June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and further Particulars, apply to—
THE BANK LINE, LIMITED.
MANAGING AGENTS.

142-43-44

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT?

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers
of the

PACIFIC MAIL SS. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for pictures under the superintendence of masters of International Repasts.

The Cost: is not more by this route with its unrivaled opportunities,
than by any other route. For a return ticket to London
the cost is £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £95. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £22. SPECIAL RATES to Officers, Army, Navy, Consular
and Civil Service, on application.

STEAMERS	TONS STARTING	1912
PERSIA	9,000	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY, 2nd July, at 1 P.M.
CHINA	10,200	TUESDAY, 9th July, at 1 P.M.
MANCHESTER	27,000	TUESDAY, 16th July, at 1 P.M.
NILE	11,000	TUESDAY, 30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY, 6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY, 27th Aug., at 1 P.M.

INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4,000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th May, 4 P.M.
RUBI	4,000	S. A. Croby	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG 20th May, 1912.

PHILIPPINES S.S. CO. [13]

PROJECTED SAILINGS FROM HONGKONG:
HOMEWARD.

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at HONGKONG according to the dates of sailing printed below.

First-class steamers manned by European crews only.

Low passage rates.

Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and medicaments free.

PROJECTED SAILINGS FROM HONGKONG:
OUTWARD.

VIA

NAGASAKI, VLADIVOSTOK.

S. S.			
"EKATERINOSLAV"	5,581	R.T.	Commander J. Katsian, 13-14 June.
"KOURSK"	6,403	R.T.	Commander G. Padala, 16-17 June.
"PERM"	4,149	R.T.	Commander J. Katsian, 27-28 July.
"NIJN-NOGOROD"	3,367	R.T.	Commander S. Koskromitoff, 10-11 Sept.
"VORONEJ"	5,616	R.T.	Commander Ret. Rear Admiral P. Oranovskiy, 3-4 Sept.
"KOSTROMA"	3,595	R.T.	Commander V. Petroff-Tokarev, 29-30 Sept.
"YAROSLAVL"	4,494	R.T.	Commander L. Alexoff, 22-23 Oct.
"KOURSK"	6,400	R.T.	Commander Ret. Rear Admiral J. Skalsky, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail Line between Vladivostok and Tsingtao and Vladivostok-Nagasaki in connection with the Trans-Siberian Express Trains. Also a line between Vladivostok and Kamtchatska and Saghalin ports.

For Freights, passages and further particulars, apply to

CAPTAIN D. A. LUKHMANNOFF, AGENT,

TELEPHONE NO. 1224. HOTEL MANSIONS, Nos. 12A and 14, Third Floor.

SAN FRANCISCO

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

SCENIC ROUTE

WESTERN PACIFIC—DENVER AND RIO GRANDE.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and

free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the

Sierra—Feather River Canyon and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York, Transatlantic Steamers

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 520.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17. WATER STREET, YOKOHAMA,

AND KING'S BUILDING, HONGKONG.

635

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BATTY

Albatross, launch boat, 1,700 tons, 4 guns, 2,000 i.h.p.

Astoria, launch boat, 1,700 tons, 4 guns, 2,000 i.h.p. Comdr. Lambe, C.L. Shanghai.

Astoria, 2nd class cruiser, 4,360 tons, 10 guns, 6,000 i.h.p. Lt.-Comdr. Briskett, Hongkong.

Astoria, receiving ship, 4,650 tons, 6 guns Commdr. Evans, Hongkong.

Atmos, Admiralty tug, 615 tons, 1,400 i.h.p. Hongkong.

Bramble, gunboat 710 tons, 300 i.h.p. Lt.-Comdr. E. B. Pritchard, Kuching.

Briton, gunboat, 710 tons, 300 i.h.p. Lt.-Comdr. W. H. Darwall, Hankow.

Cadmia, British sloop, 1,070 tons, 1,400 i.h.p. Comdr. Hugh P. E. Williams, Hankow.

Cambridge, 2nd class cruiser, 4,360 tons, 10 guns, 2,000 i.h.p. Capt. J. E. Drummond, Shanghai.

Chidie, gunboat, 710 tons, 300 i.h.p. Lieut. Comdr. H. R. N. Cottrell-Dorner, Hankow.

Eagle, gunboat, 710 tons, 300 i.h.p. Lt.-Comdr. E. T. R. Champneys, Hongkong.

Fawn, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p. Lt.-Comdr. H. S. Moore, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 2,000 i.h.p. Captain C. F. Corbett, M.V.O. Hongkong.

Handy, torpedo-boat destroyer, 235 tons, 6 guns, 4,000 i.h.p. Lt.-Comdr. E. Bodham, Whidbey West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,000 i.h.p. Lieut.-Comdr. Maxwell, Swallow.

Kent, armoured cruiser, 9,600 tons, 14 guns, 22,000 i.h.p. Capt. Allen T. Hunt, Hongkong.

Kia-sia, river gunboat, 616 tons, 1,200 i.h.p. Comdr. H. Marryatt, Hankow.

Merlin, surveying ship, 1,700 tons, 6 guns, 1,200 i.h.p. Capt. E. C. G. Pascoe, Surveying Duties.

Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Wimble, K.C.B.), 14,600 tons, 1,200 i.h.p. Capt. G. C. M.G. (14,600 tons, 1,200 i.h.p. 27,000 i.h.p.)

Nightingale, river gunboat, 85 tons, 240 i.h.p. Lt.-Comdr. Malcolm Murray, H.N. Yangtze.

Pegasus, protected cruiser, 2,135 tons, 1,200 i.h.p. Comdr. F. H. Mitchell, Weihaiwei.

Prometheus, 3rd class cruiser, 2,135 tons, 1,200 i.h.p. Comdr. P. H. Warleigh, Hongtung.

Ribble, T.B.D., 550 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. B. Mulock, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 i.h.p. Lt.-Comdr. G. F. A

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	NOTES
SHANGHAI	DELTA	Daylight, 24th May.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Non. 25th May.	See Special ADVERTISING OF CALL.
LONDON and ANTWERP	BORENO	About 29th May.	Freight and Passage.
VIA SINGAPORE, ETC.	BORNEO	29th May.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. H. S. Hall	29th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA AND YOKOHAMA	Capt. C. D. Goldsmith R.N.E.	30th May.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 20th May, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 23rd May, 10 A.M.
SHANGHAI	"CHINHUA"	On 23rd May, 4 P.M.
SHANGHAI	"ANHUL"	On 25th May, 12 M.
WEIHAIWEI and TIENTSIN	"KUENCHOW"	On 27th May, 1 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 28th May, 4 P.M.
SHANGHAI	"CHENAN"	On 30th May, 1 P.M.
SHANGHAI	"LINAN"	On 1st June, 12 M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUL."	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "LINTAN," with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

"SHANGHAI LINE"—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to H. W. D. SHALLARD, AGENTS

Hongkong, 20th May, 1912.

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	On 31st May.	On 22nd June.
ST. ALBANS	On 25th June.	On 20th July.

The above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB, LIVINGSTON & CO., AGENTS.

50

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Booth	FRIDAY, 24th May, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 29th May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 31st May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. B. Stewart ... SUNDAY, 26th May, at 10 A.M.
"HAIRONG" ... Capt. A. B. Stewart ... WEDNESDAY, 29th May, at 11 A.M.

Passengers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 20th May, 1912.

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bases to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KORE & YOKOHAMA:
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. ARCADIA ... 25th May.

FOR MARSEILLES, HAVRE & HAMBURG:
S.S. CITRONIA ... 1st June.

FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... 5th June.

FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. ANDALUSIA ... 13th June.

FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. RAYHER ... 18th June.

FOR MARSEILLES, HAVRE & HAMBURG:
S.S. LIBERIA ... 27th June.

FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BADENIA ... 29th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

116

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINOY MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	W. E. Filmer	TUESDAY, 28th May, NOON.
TENOY MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINOY MARU	H. S. Smith	TUESDAY, 9th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd June, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 28th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO, MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND RIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, BONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONE	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

247

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONE DATE OF SAILING.

SHANGHAI, YOKOHAMA, KOBE and MOJI "CANTON" ... 6,500 ... About 4th July.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

A. NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

SILK RIBBONS

AND

COMMON RIBBONS

in all sizes and designs are exhibited in my Sample Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

PET. WILH. KROMMES,
ELBERFELD.

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 17th May, 1912. [48-11]

BRACES
AND
BELTS.

The requirements of the
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms of

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF
C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany). [48-12]

Hongkong, 17th May, 1912.



OBTAIABLE FROM
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG. [48-22]

Hongkong, 17th May, 1912.

POST OFFICE NOTICE

PUBLIC HOLIDAY AND WHIT MONDAY.

Friday, the 24th inst., being a Public Holiday, and Whit Monday, the 27th inst., being a
General Holiday, the Post Office will be open as follows:-

On Friday from 8 a.m. till Noon and from 3 till 5 p.m.

On Whit Monday from 8 till 9 a.m. only.

There will be one delivery of letters and a collection from the Pillar Boxes on each day.

The Money Order Office will be entirely closed on both days.

The Parcel Mail to Europe will close at 5 p.m. on Friday next as usual.

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended:- Hupel and Hunan.

The Delta, with the English Mail left Singapore on Saturday, the 18th instant, at 4.30
p.m., and may be expected here today. This packet brings Parcel Mails closed in
London, for despatch by the all sea route on the 17th April and for despatch overland on the
24th April.

The Delta, with the Siberian Mail, is due to arrive here to-day.

The Densha, with the Siberian Mail, is due to arrive here to-morrow.

FOR DATE

FOR	DATE
Hoihow, Tournai and Quinhon	Thursday, 23rd, 10.00 A.M.
Macao	Thursday, 23rd, 1.15 P.M.
Shanghai and North China	Thursday, 23rd, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Thursday, 23rd, 5.00 P.M.
Haifan	Friday, 24th, 10.00 A.M.
Tsikien	Friday, 24th, 11.00 A.M.
Sai Tai	Friday, 24th, 1.15 P.M.
Eastern	Saturday, 25th, 10.00 A.M.
Leisang	Saturday, 25th, 10.00 A.M.
Saturday, 25th, Printed Matter and Samples	10.00 A.M.
Registration ... 10.15 A.M.	
Registration with late fee of 10 cents, up to 11.00 A.M.)	
Registration, Kowloon E.O. ... 9.30 A.M.	
No late fee	
Letters ... 11.00 A.M.	
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